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SATURDAY, JUNE 11, 1910.

大英報

十月大英報

\$10 PER ANNUM.
SINGLE COPY 10 CENTS.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COUNCIL OF DIRECTORS:
G. Balloch, Esq.—Chairman,
Robert Shaw, Esq.—Deputy Chairman,
F. H. Armstrong, Esq. S. A. Levy, Esq.
J. W. Bandow, Esq. F. Lieb, Esq.
Mrs. Mr. Henry Keay G. H. Modhurst, Esq.
wick M. Shillim, Esq.
G. R. Lehmann, Esq. H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. Smith,
MANAGER:
Shanghai—H. E. R. Hunter;
LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED;
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent, per Annum.
For 6 months, 3 per Cent, per Annum.
For 12 months, 4 per Cent, per Annum.
J. R. M. Smith,
Chief Manager,
Hongkong, 7th May, 1910. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851;
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITIES OF PROP'TORS \$1,000,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 1 per cent, per
Annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.,
" " " 6 " " 5 " " 11 "
" " " 12 " " 11 " " 11 "
WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [21]

YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yes 24,000,000
RESERVE FUNDS 16,250,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. CHENG.
SHANGHAI. CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per Annum on the Daily Balance.

On Fixed deposit:
For 12 months 4 per cent.,
" " " 6 " " 5 " " 11 "
" " " 12 " " 11 " " 11 "
TAKAO-TAKAMISHI,
Manager.

Hongkong, 1st March, 1910. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BANKERS:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Takao Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koeniglich Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichröder
Berliner Handels-Gesellschaft
Bank für Handel und Industrie
Robert Warshauer & Co.
Mendelsohn & Co.
M. A. von Rothschild & Sohne Frankfurt
Jacob S. H. Stern 1/2 M.
Norddeutsche Bank in Hamburg, Hamburg
Sal Oppenheim Jr. & Co., Koenig
Bayrische Hypotheken und Wechselbank
München.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SHIRLEY BANK
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
laid down on application. Every description of
Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager,
Hongkong, 1st March, 1910. [23]

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits allowed at 3½ PER
CENT, per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st January, 1907. [24]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MAX \$7,350,000
RESERVE FUND GOLD \$3,350,000
ABOUT MAX \$7,350,000

HEAD OFFICE:
6 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Trust, Account at the
rate of 5% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4½ per cent, per annum.

For 6 months, 3½ per Cent, per Annum.

For 12 months, 4 per Cent, per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [25]

INSURANCE

CHINA MUTUAL LIFE INSURANCE
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

O. Stephanus, Esq.

Lee Yung Sa, Esq.

J. H. McMichael, Esq.

G. R. Burkill, Esq.

J. A. Wallis, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force \$14,054,152.66
Assets 7,114,490.08
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager. B. W. TAPE, Esq.,
District Secretary, and the
Philippines.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [26]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. ... Every 15 minutes.

10.00 A.M. to 11.00 A.M. ... Every 15 minutes.

11.30 A.M. to 12.45 P.M. ... Every 15 minutes.

12.45 P.M. to 1.15 P.M. ... Every 10 minutes.

1.15 P.M. to 1.45 P.M. ... Every 15 minutes.

1.45 P.M. to 2.15 P.M. ... Every 10 minutes.

2.15 P.M. to 3.00 P.M. ... Every 15 minutes.

3.30 P.M. to 4.00 P.M. ... Every 15 minutes.

4.00 P.M. to 5.00 P.M. ... Every 10 minutes.

5.00 P.M. to 6.00 P.M. ... Every 15 minutes.

6.00 P.M. to 6.45 P.M. ... Every 10 minutes.

6.45 P.M. to 7.00 P.M. ... Every 15 minutes.

7.00 P.M. to 7.45 P.M. ... Every 15 minutes.

7.45 P.M. to 8.00 P.M. ... Every 15 minutes.

8.00 P.M. to 8.45 P.M. ... Every 15 minutes.

8.45 P.M. to 9.00 P.M. ... Every 10 minutes.

SUNDAYS.

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.

9.00 A.M. to 10.30 A.M. ... Every 30 minutes.

10.30 A.M. to 11.00 A.M. ... Every 15 minutes.

11.30 A.M. to 12.00 NOON ... Every 15 minutes.

12.00 NOON to 12.45 P.M. ... Every 15 minutes.

1.15 P.M. to 2.15 P.M. ... Every 10 minutes.

2.15 P.M. to 3.00 P.M. ... Every 15 minutes.

3.30 P.M. to 4.00 P.M. ... Every 15 minutes.

4.00 P.M. to 5.00 P.M. ... Every 10 minutes.

5.00 P.M. to 6.00 P.M. ... Every 15 minutes.

6.00 P.M. to 6.45 P.M. ... Every 10 minutes.

6.45 P.M. to 7.00 P.M. ... Every 15 minutes.

7.00 P.M. to 7.45 P.M. ... Every 15 minutes.

7.45 P.M. to 8.00 P.M. ... Every 15 minutes.

8.00 P.M. to 8.45 P.M. ... Every 15 minutes.

8.45 P.M. to 9.00 P.M. ... Every 10 minutes.

9.00 P.M. to 9.45 P.M. ... Every 15 minutes.

9.45 P.M. to 10.00 P.M. ... Every 10 minutes.

10.00 P.M. to 10.45 P.M. ... Every 15 minutes.

10.45 P.M. to 11.00 P.M. ... Every 10 minutes.

11.30 P.M. to 12.00 NOON ... Every 15 minutes.

12.00 NOON to 12.45 P.M. ... Every 15 minutes.

1.15 P.M. to 2.15 P.M. ... Every 10 minutes.

2.15 P.M. to 3.00 P.M. ... Every 15 minutes.

3.30 P.M. to 4.00 P.M. ... Every 15 minutes.

4.00 P.M. to 5.00 P.M. ... Every 10 minutes.

5.00 P.M. to 6.00 P.M. ... Every 15 minutes.

6.00 P.M. to 6.45 P.M. ... Every 10 minutes.

6.45 P.M. to 7.00 P.M. ... Every 15 minutes.

7.00 P.M. to 7.45 P.M. ... Every 15 minutes.

7.45 P.M. to 8.00 P.M. ... Every 15 minutes.

8.00 P.M. to 8.45 P.M. ... Every 15 minutes.

8.45 P.M. to 9.00 P.M. ... Every 10 minutes.

9.00 P.M. to 9.45 P.M. ... Every 15 minutes.

9.45 P.M. to 10.00 P.M. ... Every 10 minutes.

10.00 P.M. to 10.45 P.M. ... Every 15 minutes.

10.45 P.M. to 11.00 P.M. ... Every 10 minutes.

Intimation.

Powell's
Furnishing.

Department

FIRST FLOOR

Alexandra
Buildings.

CURTAINS

MADRAS MUSLIN

White and Ecru

Frilled 2 Sides

52 in. 60 in. and 70 in.
wide

in various patterns.

FLOUNCED MADRAS
BRISE BLINDS.

White and Ecru

24 in. and 36 in. long.

HARNESS MUSLIN

in

White and Ecru

Frilled 2 Sides

in

Spot and Fancy De-
signs.

HARNESS MUSLIN

in

White and Ecru

unfrilled, 48 in. wide

various sizes of Spot and

Fancy Patterns.

PLAIN BOOK

Muslin Curtains Frilled

all round

3 yards long

in White and Ecru

\$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecru.POWELL'S
Alexandra
Buildings

Hongkong, 30th May, 1910.

Consignees.

OSAKA SHOSEN KAISHA

NOTICE TO CONSIGNEES.

THE Company's Steamship
"TACOMA MARU,"
FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of the same.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, June 11th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 14th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 13th instant.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA
Hongkong, 6th June, 1910. [40]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA,"
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings its Cargo—
From London, &c., ex s.s. "Macdonald,"From Calcutta, ex s.s. "Syria,"
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. & Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th June, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

P.S. "VENLEDI,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents.

Hongkong, 7th June, 1910. [42]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 8th June, 1910. [43]

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 15th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA
Hongkong, 8th June, 1910. [44]COMING CIVIL LIST FOR KING
GEORGE.

HOW COMMONS PROVIDE FOR ROYAL FAMILY.

On the death of the Sovereign it becomes necessary for Parliament to decide as to the future support of the royal household and the proper maintenance of the honour and dignity of the Crown during the new reign; otherwise, to frame a new Civil List. The House of Commons, before this session close, therefore, must pass a new Civil List Act, allocating sums to defray the personal expenses of the King and Queen, the upkeep of the royal establishments, the payment of civil officers, and of pensions.

The support of the Queen-Mother is already provided for by Section 5 of the Civil List Act, 1901; passed on the accession of King Edward.

In the event of Her Majesty Queen Alexandra surviving her Majesty the King, there shall be paid to her during her life an annuity of £70,000.

At the beginning of every reign the monarch succeeds his hereditary right to the revenues derived from Crown Lands and Estates, and some minor sources of income, the proceeds of intestine estates, surpluses derived from the Channel Islands, dross of Admiralty, fines, etc. These revenues now go into the Consolidated Fund (which is the united product of various taxes, etc., whence the interest of the national debt and other charges not dependent upon the annual vote of Parliament are paid). A portion of this fund, by special Act, is granted for the support of the royal family, and called the Civil List.

CROWN LAND AND PALACES.

These Crown Lands and other revenues, when Queen Victoria came to the throne, were worth £150,000 per annum; in addition, the rent of the royal palaces and parks was worth another £60,000 annually.

This total of £210,000 Queen Victoria surrendered, and in return received by the Civil List £35,000. This was an increase of £75,000 on the sum granted William IV.

The spirit of merriment fairly took hold of the shareholders as Mr. Fraser Hewitt went on to report that he had discovered a sum of coal and "if this were the case, the value of the property would be increased a thousand fold."

GINGER THE ALTERNATIVE.

"We're a coal and firewood company," said a lively shareholder amid great laughter.

But the really amusing moment of the meeting came when, in the manager's suggestions as to what he should do to make money while the rubber trees are growing, he said he proposed planting 100 acres of ginger!

The chairman made no attempt to conceal the fact that he and his co-directors regarded the condition of affairs as most unsatisfactory, and said they proposed to send out Mr. William Waters, a gentleman who had been associated with West Africa for about 20 years, and no doubt they would get the truth through his agency.

Shareholder: What is to be the policy of the directors? Instead of being a rubber proposal, it seems to be a coal and ginger estate. (Loud laughter.) It was absolutely useless to attempt to say much about the wretched affair. He hoped they would get some explanation from the directors as to why they allowed their name to be placed on the prospectus. (Cheers.)

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Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E
VERY OLD LIQUEUR
SCOTCH WHISKY
A Blend of the Finest Pure Malt
Whiskies distilled in Scotland
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
In PINES and SPLITS.

**A. S. WATSON & CO.,
LIMITED.**

THE HONGKONG DISPENSARY.

Hongkong, 3rd June, 1910.

of their civilization. The world-shaking changes of the nineteenth century have reversed the roles to a strange extent, and in a manner unparalleled in the history of mankind. The sudden advances of Japan in those conveniences and mechanical improvements in which the European races have made such gigantic strides in less than five generations did not impress either the philosophic literates or the conservative plébiscite of China. Only when the embattled superiority of Japan, armed with death-dealing cannon, shattered the mediæval equipped hordes of China, did the latter realize that the former teachers must become the taught, and that she must go to school to Japan. As usual, a bad beginning was made. First of all the Imperial Government sent a number of young men to Japan to get a thoroughly modern education. It was supposed that with the innate superiority of everything Chinese, these youths could not fail rapidly to absorb all that was useful in the new Japanese methods, and that these together with the good old ways would replace China in her true position. The Japanese use of Chinese written characters and of Chinese literature and culture would be of great assistance to these students. Moreover, the cost of maintaining students in Japan was but a fraction of the great expense of sending them to Europe or America. In 1906 the old Literary Examinations were abolished, and "modern subjects" substituted in the competitions for literary degrees and Government offices. Some of those students who for the past few years had been studying in Japan were easily triumphant in contests of knowledge in which their home-trained competitors were beneath contempt. Of course this resulted in a general rush to Japanese schools and universities of all students who could either get sent by the Government or scrape the few necessary dollars together. Soon there were more than fourteen thousand Chinese students in Japan. Some of them were no doubt sincere and diligent men, but it is notorious that the vast majority were not bent on really acquiring knowledge at all, but went to Japan merely to obtain the name of being foreign educated students and the prospect of being given official employment. Large numbers of these only stayed six months in Japan, and as short a stay as only three months was not unknown. For the Japanese are not a nation of pure saints, and of course numbers of them, seeing a glorious chance of making money, entered upon a course of educational speculation, and any number of establishments offered themselves as teachers and as "rapid guides to modern learning" for these Chinese candidates for certificates. Every kind of school came into being, all offering high sounding "graduates" titles and "graduation" or "masters of arts" diplomas, and the like, after an improbably short course of study. Fees charged, and competition in obtaining or rather purchasing certificates and diplomas led to a rising market and at last a boom. Of course the fortunate scions of wealthy families, however ignorant and idle, could, after brief and enjoyable visit to Tokio and an experience of its pleasures and amusements rather than of its seriously learned institutions, obtain by their command of money diplomas degrees which were the coveted prize worked for conscientiously through years of poverty by honest but penurious scholars. We say years, for in order to acquire honestly a good and solid education in Japan a Chinese would have to spend two years learning the Japanese language, and at least four years more for an able man to acquire all the rest. Naturally a reaction set in, and the rush to Japan has been checked by many causes, notably by the Board of Education in Tokio which generously co-operated with the attempt of the Chinese Government to discourage the smatterer and the diploma-hunter. But grave mischief has been done. We ourselves have seen it, and we have exclusive information concerning some of the worst evils consequent on the state of affairs described. Provincial Governments, knowing no better, and perhaps not caring very much about the new-fangled learning and its, in Chinese literary eyes, shallow and contemptible worth, were not difficult to persuade to appoint Japanese headmasters and professors in Government schools, and under their influence to authorize the appointment of great numbers of returned Chinese students from Japan as teachers or "professors" or even "interpreters" to assist Japanese schoolmasters. The ridiculous and pitiful results are sadening to every serious student and to every sympathizer with the deserving class of patient toilers who handicapped by bitter poverty struggle to make industry and ability supply the ascending motor power of hard cash. The blind are leading the blind, and those who see clearly are being left in cold unemployment while the purblind are made guides of the people. The evil does, it is true, bring its own remedy with it, for returned students from Japan are beginning to be regarded with at least suspicion by those interested in advancing knowledge in the schools. They can no longer claim employment almost as right. Why the Government of China sends any students to Japan, at all, is a long inquiry. We think that if a number of Chinese, after a severe course of school in China, are sent for a reasonably long and arduous practical course, much good might be done. But this would depend on the interpretation given by the Chinese parsons words "real and permanent benefit" and the original

A HARBOUR MYSTERY.

DOCK LAUNCH FOUNDERS' CREW MISSING.

At daylight this morning, the Water Police from Tsimshatsui Station discovered a founders' launch lying close in to the sea-wall, about fifty yards eastwards from the Police Pier at Kowloon. The sunken craft was capsized, over her side, leaving only the top of the funnel and the port edge of the awning showing above the surface. From the sea-wall it was possible to discern the characters "K" on her bows, denoting that she belonged to the flotilla of small craft owned by the Hongkong and Whampoa Dock Company, Ltd.

Immediately upon this fact being ascertained, the Dock Company were apprised of the mishap, and a survey party was soon on the spot. Later on, steam-lighter "K8" came alongside the sunken launch. Divers were sent down to find out the location and preparations were made for

RAISING THE WRECK.

by means of beams stretched above her from "K8" to a second lighter. So far the information obtainable regarding the results of the diving operations is not very extensive. At this part of the sea-wall frontage, it is known that there are some formidable rocks on the bottom, but whether or no these caused the damage does not transpire. The bow is lying in mud and the stern appears to be resting in the rocky region.

THE MISSING CREW.

There is an air of mystery surrounding the whole affair. In the first instance, no reason can be assigned for the launch being found in such a place at all. She was last seen off the Kowloon Dockyard at half-past seven o'clock on the previous evening, and in the ordinary course of events she should have remained there until this morning at daylight. It appears that the Chinese coxswain had no authority to leave his moorings at the Dockyard, and as he and the crew have disappeared no account can be got as to how the accident happened.

It can only be conjectured that the launch was taken out into the Harbour for fun, after dark and that either she fouled a buoy and had to run ashore or else the coxswain mistook his bearings coming round Blackhead's Point and ran on the rocks. The Chinese crew may have been drowned or they may have absconded to escape the consequences. The latter is the more feasible proposition.

LOCAL AND GENERAL.

MR. J. D. Lloyd, Cadet, passed his final examination in Cantonese, on the 13th May, 1910.

This name of Dr. L. E. Mitchell, B.A., M.D., C.M., has been added to the Register of Medical Practitioners entitled to practise medicine in the Colony.

COMMANDER and Mrs. Basil Taylor and party were amongst the spectators at the Dragon Festival celebrations to-day at Cheung Chow.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 28th May, 1910, amounted to 19,001.19 tons and the sales, during the period, to 29,875.91 tons.

TWO Chinese were charged in the Police Court this morning for being in possession of 13 lbs of opium at Tsimshatsui. The men were discharged and the opium was ordered to be confiscated.

THIS being the fifth day of the fifth Chinese moon, the Dragon Boat Festival was celebrated with the customary enthusiasm by the boat community in the Colony. As usual the snake-boat races at Aberdeen attracted thousands of spectators.

A SHARP shock of earthquake was felt at Manila on 7th inst. at 8.40 p.m. with principal movements from north to south, the centre of the seismic disturbance being, so far as the observatory was able to determine, either in Nueva Ecija or along the Batangas coast. Observatory reports show that the shock was not severe at any place in the Philippines and that, while sharp, it was of but short duration, the vertical movements lasting only two seconds and the horizontal but one. It is believed that the effect of the shock was felt from the south of Mindoro to Pangasinan.

CROWN-SERGEANT Garrod this morning arrested four Chinese near the Post Office for behaving in a disorderly manner. The Sergeant told the men about three, or four times to depart in peace, as they were obstructing the roadway, and each time the recalcitrants came back howling at one another, with the evident intention of buying stamps, although there was still some time for the Post Office to open, the howling and hooting being engaged in apparently to secure first place. The men later appeared before Mr. J. R. Wood and were remanded, bail being allowed in the sum of \$4 each.

This case was concluded before Mr. E. R. Hallifax, at the Magistracy this morning in which S. E. Allana and D. R. Capila were charged by Miss Delta Huxford, of No. 50, Hollywood Road, with alleged assault in her bungalow on the 26th February last. His Worship found the defendants guilty of common assault and sentenced each of them to fourteen days' imprisonment. Messrs. F. P. Heff and Mr. M. R. Harris, who appeared for Allana and Capila, respectively, intimated that they wished to appeal against the conviction and the defendants were liberated on bail in the sum of \$100 each and a personal bond of \$50 each.

LAUNCH AT KOWLOON.

This morning, there was launched from the Kowloon Yard of the Hongkong and Whampoa Dock Company, Ltd., a 50-foot composite steam-launch which has been built to the order of Messrs. Jardine, Matheson & Co. The craft is specially designed for Harbour work at Kowloon. The trim little vessel took the water, she was christened the "Thistle" by Miss Cunningham. Among those present at the launching ceremony were Hon. Mr. Henry, Keswick and Mr. R. M. Dyer, Chief Manager of the Docks.

COLOUR-VISION AT SEA.

SHIPS' OFFICERS' DISABILITIES—LOCAL COMBINATION REQUIRED.

A shipping correspondent writes:—One of the disadvantages under which officers of the British Mercantile Marine in Hongkong labour is the absence of a local organization through whose medium united expression might be given to the views obtaining locally on various matters affecting their interests from time to time. Some years ago there was a British Merchant Marine Officers' Association in Hongkong. Unfortunately, that Association has passed out of existence, but it will always be remembered for the important work it did, assisted by the *Hongkong Telegraph*, in connection with the carrying through of the local Sunday Labour Ordinance, which has since been adopted as a model by all British Crown Colonies in framing legislation to prohibit unnecessary Sunday labour on vessels in port. That achievement forms a good instance of the efficacy of combined action.

Just as Sunday labour was the crying question some fifteen years ago, so to-day the attention of British mercantile marine officers is focussed upon the need for a revision of the examination tests for colour-vision at sea. The majority of officers in the East East are members of the *Mercantile Service Guild*,

a body which has done yeoman service for its constituents and remains fully alert, on all questions affecting their interests. The Guild has just completed a successful fight with the Board of Trade in the famous Tratties case, where the point at issue, though one of colour-vision pure and simple, involved the whole question of the Board of Trade methods of examination of officers for the detection of colour blindness. The Tratties' case has passed through so many stages of official inquiry and has obtained such publicity both in the Home Press and in Parliament that it is hardly necessary to review the facts of the case. It is sufficient to state that Mr. Tratties, who had been twice failed for colour-vision and ordered to surrender his second mate's ticket, was ultimately subjected to a severe test of ability on the Thames by direction of the special Court of Inquiry which sat on his case and that he came through the ordeal triumphantly.

THE WOOL TEST.

As a result of this case, it is probable that pressure will be brought to bear upon the Board of Trade for a replacement of the effete wool test for colour-vision by a more rational method. For the benefit of the general public it should be mentioned that the present system of testing colour-vision is to hand to the candidate a tag of coloured wool, and ask him to pick out the shades that match with it from a mixed assortment of wools set before him. These examinations are conducted indoors and in the testing process many shades of colours are employed that would never enter into the purview of an officer on the bridge at sea, where the sole colour-vision requirement imposed upon him is the ability to distinguish a green light from a red light and a white light from both.

In his judgment, Sir Francis Mowatt, who presided over the Board of Inquiry in Tratties' case, said:—"I do not think that the selection of wools by daylight, as I saw the test applied, affords a conclusive test of a man's ability TO PICK UP LIGHTS." At night under the open sky, or to distinguish between the three colours in use at sea."

An English shipping paper declares that this investigation has demonstrated the total unsuitability of the existing scientific tests for discovering whether a candidate's colour-vision is sufficiently normal to permit him to navigate. Setting such a point must rest on the Board of Trade, and nothing short of a total change in the present system of colour examination can be satisfactory. Another commentator makes the poignant remark, that dog fanciers ought not to be set to judge canaries even though the dog fanciers may be able to write F.R.S. after their name.

A TEST FOR DRAPERS.

At the annual meeting of the Merchants Service Guild, Lord Muskerly who has done so much in the House of Lords to champion the cause of the Guild said:—"There is not the slightest doubt that the whole system of testing for colour-vision ought to be radically altered, and with a view to preventing further injustice, I am prepared to do what I can in assisting you to bring this about. The very fact of the Board of Trade continuing to insist on two examinations in colour-vision to two examiners who had previously failed him is a sample of the sorry treatment you receive at the hands of those who, did they realize and perform their duty towards the country, should protect and encourage rather than harass the Captains and Officers on whom the efficiency of the Merchant Service so much depends." As events have proved, this colour-vision test should be carried out in a practical way. You are officers of ships, and not drapers' assistants. If you can distinguish quickly and accurately the lights at sea—as Mr. Tratties can—you, obviously so far as colour-vision is concerned, are competent for the position which

THE FIRST TOAST.

"Mr. Toastmaster and Gentlemen," said the young man who was facing a crowd of listeners for the first time, "impressed by the importance of this occasion, I prepared a speech to—ah—be delivered here this evening and—ah—I would be very glad to—ah—give it to you, but I have forgotten it. (Loud applause.) I would read it to you from the manuscript if I had not—ah—unfortunately left it in my room at the hotel. [Cries of 'Good, Good!'] But I have telephoned for it and—ah—a passenger is on his way here with it. I expect him at any minute. In the—ah—meantime I will say that I—ah—gives you great pleasure to be with you to-night. I am—ah—highly honoured and—ah—I assure you that—"

"If the gentleman will pardon me for a moment," interrupted the toast-master, "I have an announcement to make that will be of interest to him. Word has just come by telephone that the messenger who was bringing his speech was run over by an automobile and the manuscript has been lost."

After the tumultuous applause had been stilled a resolution of sympathy for the chairman was offered and passed with a whoop.

THE HORSE, THE DOG AND THE MAN.

The following verses, dedicated to some supporters of the S.P.C.A., recently appeared in the *Chicago Record Herald*:

"The horse and the dog and I am the man."

NOTES BY THE WAY.**RUBBER SHARES.**

During the past week, the feverish interest occasioned by the advent of rubber in the local Rialto cooled down considerably in more than one quarter, which was perhaps the natural result of last week's smart set-back. I came across some of the young blood of the Coloboy, who are ever ready to plunge headlong into gambling stocks, and judging from the down-in-the-mouth expression which illuminated their features, I surmised that their calculations had been upset a bit as a result of their impulsive recklessness, and afterwards I found that my surmises were correct. I wonder how many chickens have already come home to roost?

ADRIFT IN THE SEA.

Such things as twentieth century dreams provide a profitable source of amusement to humorous writers and funny artists. Already, the abilities of *Punch* about the pocket-filling product of the age have delighted more than one household. But all the inspired metres of *Punch* are nothing compared to some of the sketches having as their subject good old rubber which have sprung from the fervid imaginations of the comic artist. To give an instance, I saw the other day a striking sketch in a Home paper. It was the picture of a handful of men in a boat which was being tossed about on a troublous sea. In the water were a fair number of people with distracted faces, who had evidently the misfortune to fall overboard. In the background were the words, "Brighter Prospects" in gigantic type and the whole idea of the sketch appears to have been suggested by the recent slump in the rubber market in London. The artist was of opinion that the slump was at least responsible for one good thing, and that was that the market had got rid of the timid, nervous creatures. Rather hard on the timid ones, isn't it?

THE LATE KING.

The following good story about the late King Edward appears in the *As an*—

It is a matter of history how devoted to King Edward were the Indian Princes, a large number of whom were personal friends of His late Majesty, and there is a little story which, even if it is not literally true, has, we believe, some good foundation in fact. It is related of a very well-known Indian noble, a veteran who had first met His Majesty on his visit to India as Prince of Wales, and the encounter took place when the Indian noble was at home for the Coronation. His Majesty, who was on terms of close personal intimacy with the noble in question, related the story of how Blondin once offered to take him across his tight rope in a wheelbarrow, the tight rope at that particular moment being stretched across the Niagara Falls.

"I, however," said the King, "declined with thanks!"

"Boshak, Your Majesty," said the Maharsah, "but do you know what I would have done had I been there?"

"No, Maharsah, I don't," said the King.

"Sabib, I should, at once have drawn my sword and cut his head off—the treacherous scoundrel with his *chucker phari!*"

KING, GEORGE AND THE NAVY.

Our new King, whose accession has, according to a great master of eloquent expression in a Calcutta contemporary, been saluted from "ice-whipped pines to drooping palms of the many hued, many-tongued millions," has, like his revered father, been popular in all circles of *le monde* for *flamme* throughout his career. Having been "broken in" by the British Navy, it would be strange if this result had not been anticipated, for they leave a great recipe for turning a man into a right good fellow! It is sometimes a rough school and their ways are ready, but they are successful. Who has ever heard of a "ragging" case in the Navy, and yet . . . ! We remember at the time when the young Princess, H. R. H. the late Prince Victor and His present Majesty, were sent on a cruise round the world in the old *Beckons*, in those days a first class cruiser, a story got about that caused considerable anxiety: it was said that the enterprising members of the gun-room mess had procured to mark both the young Princes as Government property by tattooing a big broad arrow on their noses! The story was grossly untrue, of course, but as we say to ourselves, if ever, hear of what is done in the Navy in order to teach the young idea how to shoot. All that is apparent is that the system, whatever it is, works exceedingly well and the results are excellent.

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OUR JAPANESE VISITORS.

The Japanese cruisers *Aso* and *Saga* are due to leave for the North at six o'clock this evening. Last night Admiral Ijichi Commanding the Japanese Training Squadron, entertained a party of twenty to dinner on board, the company including Mr. T. Funatsu, Consul-General, the leading members of the Japanese community, staff officers and commanders. This forenoon H.I.H. Prince Kitashirakawa (who belongs to the Cadet Corps) paid a visit of ceremony to Mr. T. Funatsu at the Consulate, Admiral Ijichi, Captain Suzuki and Captain Sato being also among the guests.

After leaving Hongkong, the two Japanese cruisers will go to Mako in the Pescadores for bunker coal, proceeding thence to Wontung and probably to Nanking before steering homewards.

SOUTH SEA EXPEDITION.

RETURN OF THE "ALBATROSS."

After a thirty months' cruise in Philippine waters with a party of scientists who discovered innumerable monstrous shapes in the deep, and sent most of them back to the Smithsonian Institution, the Fish and Game Commission steamer Albatross, Commander C. M. McCormick, United States Navy, entered the Golden Gate and dropped anchor off Sausalito yesterday morning, report the San Francisco Chronicle of 3rd ult.

Only a few minor specimens were brought back aboard the vessel, as all the important ones were shipped in tanks directly from Manila. Practically all that are on board at present are those of peculiar varieties of spaw taken from deep-sea water and a few small fish and water bugs.

During the first year of the expedition Dr. Paul Bartsch of the Smithsonian Institution was in charge of the expedition, but later his place was taken by F. M. Chamberlain, a scientist in the employ of the Bureau of Fisheries, who returned to San Francisco on the Albatross.

The Albatross left San Francisco in October, 1907, and proceeded to Manila, where she made her headquarters. Since that time she has been engaged in a thorough examination of the fish in those waters. Assistants to the scientist in charge were recruited for each trip from the Manila schools, and a Filipino crew was shipped while the vessel was in tropical waters, only a few whites being employed in the more responsible positions.

AN INTERESTING TRIP.

Captain McCormick said yesterday that the expedition had been an uneventful one, save for the occasional finding of some new sea monstrosities. They met the rims of only a few hurricanes, nobody died on board, and the chief excitement was exploring uncharted harbours in the more southerly islands, rendered dangerous by jutting reefs of coral.

"As to where the commercial benefit of such an expedition comes in," said Captain McCormick, "I am unable to say. Certainly it has intense scientific interest. Naturally enough, if anything is to be done to benefit the fisheries in those waters, the commission must know all about conditions there first, and I am sure that the knowledge which the scientists obtained will prove of inestimable value, from both a commercial and scientific point of view."

The Albatross went as far south as the Celebes Islands, and visited hundreds of harbours and inlets in the archipelago lying between Luzon and Borneo. The captain is an enthusiastic amateur photographer and took hundreds of pictures of the scenes at various places where they called. One of the most typical is that of a Solu chief, who came aboard as nearly possible as he was born, and left the vessel rigged out in a motley uniform called from the cut-off clothes of the officers.

VERIFIED NAV SURVEY.

While no hydrographic survey work was done by those on board—the captain says that he learned the incorrectness of the old Spanish charts of the more out-of-the-way places, but that the new American survey, which is nearly completed, is quite reliable, the trade routes being all properly and correctly charted.

The Albatross carries complete apparatus for catching fish taking all kinds of soundings, fetching up samples of deep water and all kinds of animal life from the bottom of the ocean, and special bombs for dynamiting when it is desired to force fish to the surface, so that they may be seized.

At Honolulu the Albatross was quarantined for two weeks, as there was chicken pox on board. But as he was permitted to take fuel and supplies aboard, Captain McCormick left that port, deciding to spend the balance of his quarantine period at sea. The vessel passed by the quarantine officials at this port.

The Albatross will remain here for some time to undergo a thorough overhauling, and in July will go north to Alaska waters to undertake a complete investigation of the salmon fisheries. As soon as the weather begins to close she will return to San Francisco and will probably start on another South sea trip next spring.

LAUNCH AT NAGASAKI.

At the Mitsui Bishi Yard at Nagasaki the keel has been laid of a torpedo-destroyer to be named the *Yamakaze*. The new boat has a displacement of 1,150 tons, a speed of 33 knots an hour, and a horsepower of 2,100. The vessel is a little smaller than the British destroyer *Swift*, but is of the latest type.

The French Mail of the 9th May has been delivered in London.

A FIRE broke out in the early hours of this morning in a house in Shanghai Street. The house, which was used as a grocery shop, was completely burnt out. The damage is estimated at \$4,000.

THE NANKING EXHIBITION.

A TRIUMPH OF PEACE.

Seldom has the inauguration of a great festive enterprise been attended by more anxiety than that which was experienced by the responsible officials during the past few days in connection with the Nanyang Industrial Exposition which was formally opened at Nanking yesterday morning, says the *Shanghai Times* of 6th inst. Happily all the fears and rumours which were current lately and for which the precautionary measures taken by certain members of the Consular Body at Nanking in view of possible disturbances of the peace there have proved to be ill founded, and the opening ceremony came off under even more brilliant auspices than the most sanguine people had anticipated. It was conducted by H. E. the Viceroy Chang Jen-chun in the presence of a tremendous concourse of foreigners and Chinese, including most of the exhibitors and thousands of visitors from all parts of China, from the Straits, from India, from Australia, from Egypt, from South Africa, from America, and from Europe. Most of these visitors were, of course, Chinese, and the enthusiasm by which they were animated over the idea of this, the first exhibition on a national scale, that China has ever organized, may be gauged by the fact that the first entrance ticket to be sold at the gate was purchased after tremendous competition by a Chinese gentleman who wishes to preserve it as a memento of a great and historical occasion, for the sum of Tls. 10,000. The proceedings were really of a formal nature, for although this enterprise is pretty well advanced much still remains to be done before it can be considered in any way complete. In addition to H.E. the Viceroy the ceremony was attended by H.E. Cheng Sa-kao, (Vice-President) to whose unfailing zeal and energy much of the success of the exhibition is unquestionably due; Messrs. Chen Chee, Managing Director; Hsian Swell-kan, Sub-Managing Director; Kien Mao-feng, Secretary; Chang Ming-yih, Treasurer and General Manager; Li Pao-wang, Assistant Manager; Hwang Hsi-chen, Director of Works; Peng Hi-ming, Director of Publications; Sheng Chi-feng, Director of Exhibits; Kao Hung-kan, Director of Awards; Chou Kwei-ich, Director of Foreign Affairs, and many other prominent men.

But although the preparations are still incomplete the grounds and buildings already present a singularly beautiful and imposing aspect. The King Yuan Park, as our readers are aware, has been turned over to the promoters of the enterprise, who have certainly made the most excellent use of their opportunities. The buildings, most of which are white, number twenty-six in all. Sixteen of them are assigned to the various provinces for the purpose of separate provincial displays, and the remaining ten are devoted to National Arts, Agriculture, Foreign Industries, Arts Manufactures and Armaments. Chinese industries in foreign countries, and other departments. Part of the ground is reserved for practical demonstrations in agriculture; a light railway is to be completed at an early date, an elevator has been erected to enable a bird's eye view of the exhibition to be obtained by visitors who so desire, and at the same time to serve as a practical demonstration of modern appliances. Electric light is installed, and all the Chinese gardener's skill has been expended in beautifying the place. Leading up to the main entrance a very fine carriage road has been laid down which is lined on each side with shops and places of amusement and refreshment. No carriages will be allowed to enter the grounds but lorries will be provided by the exhibition authorities, will be available for such as find the size of the exhibition too great for walking. Specially trained police are on duty inside the exhibition and accord every courtesy to the visitor, whilst a corps of guides are available for the assistance of the visitor who is not a mere sightseer. It is safe to say that whilst the preparations are not yet complete no detail has been overlooked. Every possible arrangement is being made to ensure the comfort and convenience of the visitors, and the only condition now required to make the general success of the enterprise certain is a continuance of fine weather, and of this, we are glad to say, there seems to be every prospect.

UNFOUNDED UNREST.

We do not propose to devote much space to the many wild rumours which were prevalent in the Settlement all day on Saturday and yesterday regarding the dreadful scenes that were expected to attend the opening of the exhibition. But they were all very sensational and disquieting until the following telegram from Mr. A. H. Collier, thoughtfully circulated yesterday forenoon by Mr. A. W. U. Pope, did much to restore confidence among the foreign part of the community at least.

NANKING, June 4.—9.50 p.m.

"Please assure papers rumours grossly exaggerated. Everything perfectly quiet here and no signs whatever of trouble. Exhibition grounds illuminated to-night and very fine sight."

PUBLIC COMPANIES.

STRUCK OFF THE REGISTER.

The names of the following companies have been struck off the register, v.i.—The Shanghai Carrying Company, Ltd., Hongkong Coal and Minerals Company, Ltd., Tung Sang Yu Newchwang Bean Oil Manufacturing Company, Ltd., Man Ying Land Investment and Agency Company, Ltd., Chungking Trading Company, Ltd., Town of the World (Eaters), Ltd., Hoi Sun Printing and Publishing Company, Ltd., Sing On Steamship Company, Ltd., Cottam and Company, Ltd., Hongkong and South China Trading Company, Ltd., Heng Fung Flour Mill Company, Ltd., China Fishing Company, Ltd., Kwong Shun Steam Boat Company, Ltd., Oriental Union Fire Insurance Company, Ltd., and Hill Remedy Company, Ltd.

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COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 10th inst.—The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks.

The quotation for Rubber in London yesterday was 9/8.

The market in Singapore stocks remains in a stagnant state.

The local market has been very quiet with a slight tendency most of the week—a slightly better feeling prevails at the close.

Banks—Rule weaker, transactions having been done as low as \$140 during the week.

Nationals remain unchanged at \$76.

Marine Insurances—Cantons are steady at \$77/8 with buyers the rate. Ulions have changed hands to a small extent at \$81/8, and more could probably be obtained at the rate.

North Chinas could probably be placed at Tls. 10. Yangtze, according to latest mail advice, are \$95.

Fine Insurances—China Fires have again changed hands at \$145. Hongkong Fires are still wanted at \$147.

Shipping.—Hongkong, Canton and Macao Steamships close with sellers at \$145 after transactions at the rate. Indo Chinas are a shade weaker with probable sellers at \$168 per ton. In Star Ferries no transactions have been reported since last week. Douglas Steamships are offering at \$135. China Manillas have receded to \$7. Shell Transports have been the medium of a fair business at prices ranging from 90/- to 95/- cam dividend just declared of 2/6 final for 999 and 1/- interim for 1910.

Refineries—China Sugars have weakened further and could probably be obtained at \$167. Luxon remain a dull market with sellers at \$16.

Mining—Sales of Raubs have been effected at \$14. Chinese Engineering and Mining are unchanged with sellers at Tls. 17/4.

Docks, Wharves, and Godowns—Hongkong and Whampoa Docks have further depreciated and sales as low as \$16 have resulted. Shanghai Docks are obtainable at Tls. 78. Kowloon Wharves remain steady at \$18. Shanghai and Hongkong Wharves—Transactions are reported from the North at Tls. 12.

Lands, Hotels and Buildings—Hongkong Lands are on offer at \$100. Kowloon Lands are a buying market at \$14. Humphreys have found buyers at \$88. Shanghai Lands have been sold to the North at \$16.

Cotton Mills—Ewos—Business has been transacted at \$120. According to latest mail advice, Northern Mills are as follows:—Laot Kung Mows are Tls. 73, Internationals Tls. 62 and Soy Chees Tls. 25.

Miscellaneous—Greas Islands are quoted round about \$72. China Providents have been dealt in fairly freely at \$88. Hongkong Electrics are to be had at \$40, and China Lights at \$18. Dairy Farms are wanted at \$16 with no sellers. Steam Laundries are in demand and could probably be placed at \$14. Watsons are required for at \$9. Pulps are offering at \$15 local currency and might be had cheaper. Langkangs are quoted in Shanghai at Tls. 14/5 and Sumatras at \$18, 300.

Rubbers—London Asiatics have been done at various rates between 12/9 and 15/- Sungai Chohs have been sold from London at 117/6 and Sardangs at 137/6. United Sumatras have changed hands at 10/6 and Ledbury at 10/6. Eastern Trusts, after sales at 30/- premium, have risen to 37/6. Rubber Trusts are in demand at 52/6 premium. Linggis have been done at 18/- and Shelfords were bought by London at 67/8. Alur Pongsas are in demand 30/- premium. Sandycrofts have been negotiated at \$37 and \$39 (Straits) and Pajams at \$16 (Straits). There is again some inquiry for Singapore stocks from the Straits but at prices that are not tempting to sellers.

Exchange.—The Bank's selling rate on London is 1/9 6/0 on demand and the T.R. rate on Shanghai is 7/4.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 10th Inst.—The

many wild rumours which were prevalent in the Settlement all day on Saturday and yesterday regarding the dreadful scenes that were expected to attend the opening of the exhibition. But they were all very sensational and disquieting until the following telegram from Mr. A. H. Collier, thoughtfully circulated yesterday forenoon by Mr. A. W. U. Pope, did much to restore confidence among the foreign part of the community at least.

THE SIEGE OF PORT ARTHUR.

UNVEILING OF A MONUMENT.

A bronze statue of Commander Hirose, who died on the "Fukko-maru," one of the boats sent to blockade the entrance to the harbour of Port Arthur on the night of the 29th March, 1914, was unveiled at 8 a.m. on the 29th ult. near York-kyo bridge, Kanda, Tokyo. The monument, which includes also a statue of Chief Boatswain Bagino, was unveiled amidst drizzling rain. Among the large number of guests that were present were Admirals Izouye, Togo, Kamimura, Ijuni, Arima, and Tojuchi, together with Commander Masaki, Lieutenant-commanders Mori and Yokura, Lieutenant Toyotsu, and other survivors of the crew of the vessel sent to block the entrance of the harbour. The erection of the statue was proposed by the Naval Staff at the Imperial Headquarters in Tokyo soon after the death of Commander Hirose, and subscriptions were opened, the total amount received exceeding Yen 550. This amount was deposited at a bank, and on its withdrawal, with the accumulated interest, it had increased to Yen 640. Admiral Takarabe, new Vice-Minister of the Navy, who is a classmate of the late Commander at the Naval College, had charge of the arrangements as chief of the Monument Committee. After a report on the work had been read by Admiral Takarabe, the veil was removed from the statue of the Commander by Captain Hirose, elder-brother of the deceased, amidst the deafening cheers of those present. The veil was then removed from the statue of the Chief Boatswain by the latter's two little sons, aged to and 12 years respectively. This was followed by a brief address by Admiral Togo. On the proposal of Admiral Takarabe, three brasses were given by the crowd, in memory of Commander Hirose, the gathering adjourned to the Kinsokwan a restaurant, as rain was falling, and partook of a repast. Despite the inclemency of the weather thousands of spectators had assembled to witness the proceedings.

Coal freights from Japan have declined, and is in the main due to tonnage on hand in the South being somewhat insufficient for the engagements entered into, and owners, anticipating a dull market down South, have had, in order to bring their tonnage quickly into suitable position, to agree to much lower rates in connection with coal chartering from Japan.

Saigon/Hongkong.—The market early during the fortnight continued to rule very firm, and fixtures were put through at enhanced rates, 23 cents being the top rate paid, which is the highest on record since April 1907. Later the market has been adversely influenced by gold prices having considerably advanced at Saigon, the strong demand from China and Java being chiefly accountable for this, and chartering operations for this port have temporarily come to a stop. We hear of contracts having been concluded for large quantities for prompt arrival, and some fresh chartering is expected shortly.

Saigon/Hawke.—Business has been done at 35 cents. Some inquiry still remains, and further charters are also expected in this direction soon.

Saigon Philippines.—Two further fixtures have been transpired, one to a port Philippines, 25,000 cwt., \$19,000 piculs at 37/4 cents, another to Manila 30,000 piculs at 32 cents.

Saigon/Java has had a charter for early July, loading 10,000 cwt. to 7 ports North Coast at \$4/10 cents.

Salon Philippines.—Two further fixtures have been transpired, one to a port Philippines, 25,000 cwt., \$19,000 piculs at 37/4 cents, another to Manila 30,000 piculs at 32 cents.

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Saigon/Hongkong.—Two further fixtures have been transpired, one to a port Philippines, 25,000 cwt., \$19,000

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS' VICTORIA TO VANGUVER, 7 DAYS HONGKONG TO VANGUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

"Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"EMPEROR OF JAPAN" SATURDAY, AUGUST 6TH.

"EMPEROR OF CHINA" SATURDAY, AUGUST 27TH.

From Quebec.

"ALLAN LINE" FRIDAY, JULY 21ST.

"EMPEROR OF IRELAND" FRIDAY, AUGUST 12TH.

"ALLAN LINE" FRIDAY, SEPT. 1ND.

"EMPEROR OF IRELAND" FRIDAY, SEPT. 23RD.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On

SINGAPORE, PENANG & CALICUTTA, KUTSANG* MONDAY, 13th June, Noon.
SHANGHAI via SWATOW CHOVSANG* TUESDAY, 14th June, Noon.
SHANGHAI HANGSANG* THURSDAY, 15th June, 4 P.M.
MANILA YUENSANG* FRIDAY, 17th June, 4 P.M.
MANILA LOONSANG* FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI NAMSANG* FRIDAY, 1st July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers "Kutang," "Namsang" and "Hongsang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Various Ports, Okeloo, Tiesian & Newchow.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.,
Telephone No. 215, Hongkong, 11th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION:

STEAMERS. To SAIL
SHANGHAI LINAN* 12th June Daylight.
SWATOW, AMOY & NINGPO SHANGHAI 13th " 4 P.M.
CHEFOU & TIENSIN KUEIKHOW 14th " Noon.
SHANGHAI YAMING 14th " 3 P.M.
SZELOUEN 16th " 4 P.M.
OEBU & ILOILO KAIFONG 17th " 3 P.M.
SHANGHAI OHINJUA 19th " Daylight.
SHANGHAI OHENAN 23rd " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA. TAIYUAN 25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout.

Fares. Gargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SOHDELE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at to o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26, Hongkong, 11th June, 1910.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Loc.	Captain	For	Sailing Dates
ZAFIRO	1540	R. Rodgers	MANILA	SATURDAY, 18th June, at Noon
RUBI	1540	A. Fraser	"	SATURDAY, 25th June, at Noon.

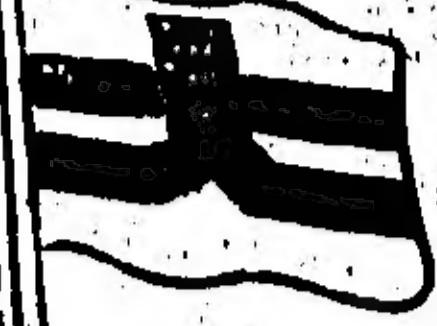
For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

11

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct rail service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA via KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	—	WED'DAY, 29th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adaptions for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"BOSHU MARU" Captain	WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "GHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 9th June, 1910.

[16]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLE, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moses, Tons 9000	WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hirota, Tons 7000	SATURDAY, 16th July, From KOBE.
VICTORIA, B.C. & SEATTLE	SAWA MARU, Capt. S. Ishikawa, Tons 9000 KEELUNG, SHANGHAI, MOJI, KOBE, YOKOAKI, INABA, SHIMIZU & YOKOHAMA, Capt. K. Kawara, Tons 7000	TUESDAY, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 15th July, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	COLOMBIA MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.
SHANGHAI, MOJI & KOBE	GYOYON MARU, Capt. A. Mockler, Tons 6000	WEDNESDAY, 21st June.
KOBE and YOKOHAMA	KAGA MARU, Capt. M. Haga, Tons 7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 6th July, at Noon.

With option of rail between calling ports in Japan.

[17]

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class \$120

\$110

\$100

\$90

2nd Class \$80

\$70

\$60

\$50

With option of rail between calling ports in Japan.

[18]

Fitted with new system of wireless telegraphy.

* Cargo only. * Carries dock passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Asiatic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.</p

RUBBER ESTATE RETURNS.

	April	May	Total
Allagur	2,400	6,300	
Alor Pongu	1,150	1,150	
Alma	600	600	
Anglo Malay	48,839	20,030	
Ayer Molek	6,673	—	33,904
Ayer Kuning	273	831	
Balgownie	8,673	—	33,904
Balung	1,381	1,767	7,148
Batu Caves	10,952	—	36,787
Batu Tiga	6,123	23,180	
Bertam	10,000	49,088	
Bukit Kajang	3,757	8,937	
Bukit Rajah	30,660	—	145,333
Bukit Lintang	3,000	3,320	13,670
Carey United	7,700	—	27,150
Castlefield	2,700	11,012	
Changkat Serdang	3,003	9,590	
Changkat Salak	—	901	1,441
Cicely	9,450	—	37,631
Consolidated Malay	21,855	—	99,911
Caledonia	17,187	68,447	
Damansara	73,317	—	77,998
Edinburgh	5,600	—	22,050
Federated (S'gor)	8,595	—	38,401
F.M.S. Rubber	20,330	—	68,819
Gedong	24,000	—	
Gleesley	2,045	5,603	
Gleshiel	2,196	8,110	
Golden Hope	6,836	19,083	
Golconda	11,801	—	45,538
Harpended	6,485	—	18,130
High & Lowlands	42,265	—	173,438
Inch Kenneth	13,645	—	50,109
Jogra	7,170	—	15,601
Kapar Para	16,611	—	66,985
Kamunleg	6,293	24,634	
Kempsey	2,043	9,195	
Kepong	2,475	7,784	
Kota Tinggi	661	—	
Kuala Klang	1,759	—	6,665
Krian Rub, Est.	2,410	—	8,183
Kuala Lumpur	38,600	—	172,910
Lubi	14,210	17,81	61,214
Londondon	—	10,670	
Ledbury	8,134	—	37,844
Ljuggi	60,102	61,500	102,600
London Asiatic	9,574	—	35,921
Malacca Plant	24,000	—	97,000
Merton	1,788	—	1,189
North Hummock	4,559	—	18,504
Nova Scotia	—	10,050	
Pajam	2,300	2,400	9,010
Pataling	—	28,144	97,744
Pegoh	—	3,400	11,185
Perak Plant	—	28,212	
Port Dickson	583	—	2,158
Rambila	975	—	3,187
Riba Rubber	4,306	—	10,014
Rubiana	—	10,000	43,770
Sengat	5,593	20,020	
Selaba	5,025	14,048	
Sungei Choh	3,100	12,850	
Sungei Kapar	14,300	—	7,100
Sandycroft	5,005	27,166	
Seafield	15,170	—	44,047
Selangor	34,385	—	135,882
Seremban	31,445	110,183	
Senawang	4,105	13,904	
Shelford	5,800	—	21,500
Spore & Johore	8,150	—	30,005
Singapore Park	5,300	—	18,800
Siratul Rubber	29,000	21,980	111,480
Singel Salak	2,435	—	7,236
Tall Ayer	—	13,200	41,770
Trafaigar	—	270	2,160
Troug	—	—	
United Singapore	1,300	1,120	4,880
Vallabram	—	30,000	120,237

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, return for which is above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press*.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9
Do. demand 1/9 9/16
Do. 4 months' sight 1/9 13/16

France—Bank T.T. 1/26
America—Bank T.T. 43/4
Germany—Bank T.T. 1/83

India T.T. 1/35
Do. demand 1/35

Shanghai—Bank T.T. 7/4
Singapore—Bank T.T. per H. K. Sto. 7/4
Japan—Bank T.T. 28
Java—Bank T.T. 10/7

Buying.

4 months' sight L.C. 1/9
6 months' sight L.C. 1/10

10 days' sight San Fco & New York 44/4

4 months' sight do. 45/4

30 days' sight Sydney & Melbourne 1/10

4 months' sight France 2,301

6 months' sight 2,311

4 months' sight Germany 1,88

Bar Silver 24 9/16

Bank of England, etc. 3 %

Sovereign 51/13

THE WEATHER.

On the 11th at 11:55 a.m.—Except at the extreme Southern stations, the barometer has risen generally, particularly over Japan and the Looches.

The Pacific high pressure extends Westwards from the Bonins to the S. China coasts and the Philippines, and relatively low pressure occupies the interior of the continent.

Moderate S. and S.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inches.

FORECAST.

1—Hongkong and neighbourhood, S. and S.E. winds, moderate; shower.

2—Formosa Channel, S.E. winds, moderate.

3—South coast of China between Hongkong and Lamockai islands as No. 1.

4—South coast of China between Hongkong and Hainan Islands as No. 1.

SHIPPING AND MAIRS.

MAILS DUE.

Indian (*Lahore*) 12th inst.
German (*Roon*) 11th inst.
Canadian (*Empress of China*) 16th inst.
American (*Mongolia*) 24th inst.
American (*Tonyo Maru*) 25th inst.
Aut. ins. (*Korea*) 4th prox.

The P. & O. S. N. Co.'s *Carola* is expected to arrive at Penang on 27th inst., at noon. The E. & A. Co.'s *Aldensham* left Sydney, on 11th inst., for Queensland Ports and Manila.

The P. & O. S. N. Co.'s *Somali* left Singapore for this port on 10th inst., at 10 a.m., and is due here on 19th inst., at 8 a.m.

The O. S. K. Co.'s *Panama Maru*, from Yokohama, left Moji for this port w/c. Manila on 10th inst., and is expected to arrive here on 21st inst.

The P. M. S. S. Co.'s *Mongolia* from San Francisco, en route to Hongkong, sailed from Yokohama on 11th inst., and is due to arrive at this port on 24th inst.

The C. P. R. Co.'s *Empress of Japan* arrived at Kobe at 9:30 p.m., on 10th inst., and left again at noon, 10th, for Shimidzu, where she is due to arrive at 8 a.m. on 12th inst.

The C. P. R. Co.'s *Empress of China* arrived at Nagasaki at 7 a.m., on 11th inst., and leaves again at 3 p.m. same day for Shanghai, where she is due to arrive at 5 p.m. on 13th inst.

Shipping.

Arrivals:

Bentley, Br. ss. 2,510, W. *Hastie*, 11th June—
McJi 5th June Coal.—G. L. & Co.

Manshi Maru, Jap. ss. 5,248, H. *Nishi*, 10th June—from South America via Japan, Coal and Nitrate—Alaska & Co.

Proteilaus, Br. ss. 6,101 D. P. Campbell, 10th June—*Tacoma* via Japan 8th May Gen.—C. M. S. N. Co.

Bellerophon, Br. ss. 5,172, T. *Bartlett*, June—*Manila* 9th June Gen.—B. & S.

Hongkong Maru, Jap. ss. 3,417, S. *Toyo* 11th June—*Moji* 24th Mid. June Coal.—T. K. K.

Meefoo, Chl. ss. 1,339, G. *McArthur*, 11th June—*Shanghai* 7th June Gen.—C. M. S. N. Co.

Obihi, Br. ss. 2,514, C. *Liedberg*, 11th June—*Hakodate* 7th June Gen.—B. & S.

Malacca Plant, 24,000 —

Merton, 1,788 —

North Hummock, 4,559 —

Nova Scotia, —

Pajam, Br. ss. 2,300, 2,400 —

Pataling, 28,144 —

Pegoh, 3,400 —

Perak Plant, 28,212 —

Port Dickson, 583 —

Rambila, 975 —

Riba Rubber, 4,306 —

Rubiana, 4,306 —

Sengat, 10,000 —

Selaba, 5,593 —

Selaba, 20,020 —

Selaba, 5,025 —

Selengei Choh, 3,100 —

Selengei Choh, 12,850 —

Selengei Kapar, 14,300 —

Sandycroft, 5,005 —

Seafield, 15,170 —

Selangor, 34,385 —

Seremban, 31,445 —

Senawang, 4,105 —

Shelford, 5,800 —

Spore & Johore, 8,150 —

Singapore Park, 5,300 —

Siratul Rubber, 29,000 —

Singel Salak, 2,435 —

Tall Ayer, —

Trafaigar, —

Troug, —

United Singapore, 1,300, 1,120, 4,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURI & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROVAL RECEIVED AT REGISTRATION OFFICE OR LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS:								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,20,000 \$20,000 }	\$2,12,118	12/- for half year ending 31.12.09 @ ex 1/9=25.11	41%	\$240 sellers \$29.10
National Bank of China, Limited	99,975	7	6	{ \$4,000 \$1,000 }	\$30,552	5/- (London 1/6) for 1908	...	5/- buyers
MARINE INSURANCES:								
Custos Insurance Office, Limited	10,000	\$550	\$50	{ \$150,000 \$554,553 \$302,793 \$181,000 }	none	5/- for 1908	6%	17/-
North China Insurance Company, Limited	10,000	115	65	Tls. 22,000 Tls. 355,253 Tls. 142,510	Tls. 207,573	Final of 7/8 making 15/- for 1908	5%	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$1,11,48 \$103,249 \$71,395 }	4287.984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6%	\$825 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,405 \$169,204 }	\$701,617	5/- and bonus \$1 for 1907	7%	\$205
FIRE INSURANCES:								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$550,248 \$61,168 }	\$438,406	5/- and bonus \$1 for 1908	7%	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$50	\$50	\$1,460,000	\$426,318	5/- for 19.8	8%	\$347 buyers
SHIPPING:								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,745 \$20,000 \$100,89 }	Dr. \$3,777	5/- for 1906	...	\$72 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$20,000 }	nil	5/- for year ending 30.6.1908	...	\$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$107,500 \$105,545	\$20,066	Final of \$1/4 for account 1908	8%	\$191 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £40,000 }	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=5/- 1/4	...	\$68 sellers
Do. Do. (Deferred)	60,000	£1	£1	£720,000	£102,994	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5%	94/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000	£1,159	A dividend of 7 1/2% for y. ending 30.1.1910 A bonus of 5 1/2% for y. ending 30.1.1910	4%	\$74 sellers
"Star" Ferry Company, Limited	10,000	\$20	\$20	\$20,000	...	...	21%	\$14 sellers
REFINERIES:								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$83,620 }	Dr. \$3,090	5/- per share for 1909	5%	\$164 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,801	5/- for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,028	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
MINING:								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 £84,390 }	£1,435	Final of 1/6 making 3/- for 1909	9%	Tls. 18
Headwaters Mining Company	60,000	Rs. 10	Rs. 10	none	none	First year	...	...
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,478	Dr. £1,101	5/- per share 13th dividend	5%	\$71 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G. \$10	G. \$10	none	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	35/-	...
DOCKS, WHARVES & GODOWNS:								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	5/- for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$21,993 \$40,000 }	\$264,847	5/- for 1909	41%	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$22,000 \$88,442 }	\$138,755	Interim of 5/- for account 1909	...	\$56 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,00,000	Tls. 6,261	Interim of Tls. 2/- for 1908	61%	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 50,00 Tls. 125,000 }	Tls. 9,222	Final of Tls. 4 for 1909	71%	Tls. 123
LANDS, HOTELS & BUILDINGS:								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 30.3.09	58%	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$500 }	\$24,611	5/- on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$100,000 }	\$1,127	\$2.50 on old shares and 1.30 on new shares for half year ending 31.12.09	2%	\$107 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$150,000	\$27,912	Interim of 3/- for account 1909	64%	\$531 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$20,000 \$20,045 }	\$3,471	45 cents for 1909	6%	\$58 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$2/- for 19.9	81%	\$318 buyers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,325,045 Tls. 30,000 }	Tls. 63,969	Final of 6% bonus Tls. 1 for 1909	68%	Tls. 110
West Point Building Company, Limited	12,100	\$50	\$50	none	...	Final of \$1.8/- for account 1909	84%	\$40 sellers
COTTON MILLS:								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 10,000	Tls. 12,991	Tls. 11 for year ending 31.12.09	68%	Tls. 130 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$5	{ Tls. 40,000 \$24,000 }	\$5,511	50 cents for year ending 31.7.08	8%	\$64 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 6,373	Tls. 6 for 1909	7%	Tls. 62
Lau-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	none	...	Tls. 25 for 1909	10%	Tls. 250
Soy Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 31,178	...	...	...	...
MISCELLANEOUS:								
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	£1,500	£648	15% per share for 1908	...	...
China-Borneo Company, Limited	60,000	\$12	\$12	none	...	60 cents for 1909	6%	510 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	...	50 cents for year ended 31.12.08	...	510 sellers
Do. Do. special shares	10,000	\$1	\$1	none	...	50 cents for year ended 31.12.08	...	510 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	2,603	80 cents for 1909	9%	581 sellers
Dairy Farm Company, Limited	40,000	£7/8	£6	£1,000	£1,80	5/- for year ending 31.7.09	61%	519 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10%	571 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	80 cents for year ending 31.12.08	61%	571 sellers
Hongkong Electric Company, Limited	69,000	\$10	\$1	none	...	A dividend of \$1.20 per share and a bonus of 50 cents	6%	513 sellers
Hongkong Ica Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Final of 5/- for 1909	6%	516 sellers
Hongkong Ropeway Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$9,376	Final of 5/- for 1909	9%	524 sellers
Maastricht tot Mijn, Bosch en Landbouwex pionte in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 63,924	Tls. 316,682	4th interim of Tls. 12/- for 1909	5%	Tls. 1,403
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	\$3,014	50 cents on fully paid shares and 8 cents on St. paid shares for year ending 31.12.10	57%	514 buyers
Peak Tramways Company, (new)	50,000	\$10	\$10	none	...	50 cents on fully paid shares and 8 cents on St. paid shares for year ending 31.12.10	52%	514 buyers
Philippine Company, Limited	75,000	...	...	...	...	None	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2%	Tls. 240 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$51,006	None	...	...
Steam Laundry Company, Limited	20,000	\$25	\$25	none	...	40 cents for year ending 31.5.09	8%	525 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$100,000	...	60 cents for year ending 31.12.08	8%	\$510 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000	\$342	60 cents per ord. share for year ending 31.5.09	5%	528 sellers